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CENTRAL INTELLIGENCE AGENCY

REPORT

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INFORMATION REPORT

CD NO.

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 2 Dec. 1949

SUBJECT Central Airport of Moscow

NO. OF PAGES 2

PLACE
25X1 ACQUIREDNO. OF ENCLS. 25X1
(LISTED BELOW) 25X1

25X1 DATE OF INFO

SUPPLEMENT TO
REPORT

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1. The MOSCOW (37°32'E/55°47'N) Central Airport was in the northwestern sector of the capital, immediately southwest of the asphalt road to LENINGRAD. The airfield was bordered to the northwest and northeast by wooded belts about 660 and 330 feet wide, respectively. Workshops, barracks and other installations were around the field. The airfield had two diagonal concrete runways, each 200 feet wide.
2. The air force barracks on the Leningrad highway consisted of 6-story blocks of buildings, heavily occupied. A surprising number of young, well-dressed air force officers were seen. Groups of soldiers marched regularly from the barracks to the airport.
3. About a hundred 40-foot square bunkers, covered with earth and grass, were located about 25 feet apart along the landing field in the strip of woods at the northwestern edge of the field. The bunkers were guarded.
4. A radio installation was located west of the airfield. Sixteen rows of 16 trellis masts each, about 90 feet high, stood in a fenced and heavily guarded area of about 2,750 x 2,750 feet.
5. An estimated 150 to 200 aircraft were stationed at the field.* The following types were particularly noted:
 - a. Twin-engine aircraft, presumably transport planes, with a strikingly high single rudder assembly; nose and tail wheel, double-wheel landing gear retractable to the rear and located below the engines; wings set at lower third of fuselage in slight dihedral; several windows at each side, half-view cockpit in nose.***
 - b. Twin-engine aircraft, presumably transport planes; shorter than that described; in-line engine; landing gear and tail wheel

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same as above, no nose wheel, wings in dihedral. **

c. Four-engine bombers with in line engines, double rudder assembly, landing gear retractable to the rear, wings straight and without taper and with tips slightly rounded off, two tail wheels, slim oval fuselage, glazed machine gun station on top of fuselage, glazed tail gun position. ***

6. There was always much flying, not halted even at night or in unfavorable weather. The twin-engine aircraft practiced take-offs and landings, as well as individual and formation flying in groups of nine planes, mainly in the morning. Parachute jumps were observed over PUSHINO (37°25'N/55°49'E) in the afternoon. Seventy to eighty men would jump from the aircraft mentioned in para. 2a, *** and about 45 men from the aircraft described in para. 2b, the planes flying at an altitude of about 1,650 feet. Once about 750 men were observed jumping from a formation of ten aircraft of the first mentioned type.

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Comment:

a. From a comparison of the above report with previous information on this airfield, it is inferred that retaining of students of the Air Academy with jet-aircraft was discontinued at the Central Airport, since jet aircraft were no longer observed there.

- * b. The data on the occupation of the field seem to be exaggerated.

c. The aircraft observed at the field suggest that night and blind-flying with twin-engine aircraft is practiced there. This assumption is also supported by the presence of a large radiostation. 4L-12s and Li-2s, respectively.

- ** c. A copy of the B-29, assuming that the double rudder assembly was a mistake. All other features agree.

- *** e. The numbers of soldiers who allegedly jumped from one transport plane also seem to be grossly exaggerated, based on inaccurate observations.

- Ø f. Since the jumping of 900 men from 12 transport planes over PUSHINO was mentioned in a 1947 report, (x) the observed mass jump by 750 men from ten planes is assumed to have been conducted from four-engine transport planes.

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